Lastly, he requested that the river Pampa might be made navigable during the dry season by working the scheme submitted by Mr. John Kuriyan.

DEWAN'S REPLY: Mr. Mathai, I am turning first of all to what I take to be the most important, namely, the bridge at Kaipattur across the Achankoil river. I am asking the Chief Engineer to prepare an estimate and submit it to the Government as soon as possible. Then I will see whether the Government can afford the money during the approaching year.

2. As regards the culverts on the Mannarkulanji-Kozhencheri road, and Omallur-Pariyaram road, work will be undertaken soon. So too, the repairs to and metalling of the Kaipattur-Kadakkad road and Mannarkulanji-Perumpuzhakkadavu road will be considered by the Chief Engineer directly.

3. All the other points too of your representation will receive attention.

61. Difficulties of communication in Tiruvalla taluk, Group II.

MR. C. G. PARAMESVARAN PILLAI (*Member, Tiruvalla taluk, Group II*) said that, on the Chengannur-Kozhanchery road, a bridge was required at Aykad and another at Kozhipalam. People resorting to the various public offices at Chengannur, the children attending schools and people resorting to the Sastampuram cattle and vegetable markets were inconvenienced by the absence of bridges at these places. The repairs to the road leading to Kozhipalam should be completed.

The Chengannur-Mannar road, a ryots' road six miles long, should be further extended by three miles and a few culverts built at intervals to prevent the recurrence of breaches during flood time.

The culvert at Parayankuzhi between the 75th and 76th mile of the Main Central Road should be converted into a bridge so as to provide an increased waterway, and culverts should be built on either side to further facilitate drainage and prevent damage to the road.

The place called Kudavur at Attimudu forming a projection into the Pamba river should be cut down and the risk to navigation at that place reduced. No action had been taken in this matter which was brought to notice at the nineteenth session of the Assembly.

The survey of the Illimala *todu* near the Erapuzha bridge had been completed; but the encroachments had not yet been removed. The widening of this canal would not only form an indirect protection to the bridge but improve the cultivation of about three thousand *paras* of paddy fields.

DEWAN'S REPLY: Mr. Paramesvaran Pillai, as regards the construction of the bridges, the question was taken up for consideration, and the suggestion has been advanced that the present arrangements will meet the situation since the traffic is not very heavy. So, for the present, at any rate, I think you will have to be satisfied with a *junghar*. The other things will be considered at more leisure.

2. Of course, a great deal of damage has been caused to the Chengannur-Mannar road and the question of repairing such permanent damages has already been taken up.

3. As regards the conversion of the culvert at Parayankuzhi into a small bridge, it is reported that it is unnecessary.

4. You have raised a very interesting question in respect of the widening of the Pampa river at Attimudu. It is a very dangerous thing to interfere with Nature. The bends have been serving a very useful purpose. They act as moderators to the floods and hold up and prevent the floating trees, etc., from rushing headlong and doing damage to bridges. Therefore, I say, let us leave Nature alone and not be meddling with the curves and bends she has provided for the river.

5. In regard to the Illimala *todu*, an estimate has been called for already.

62. Communications, with special reference to Tiruvalla taluk.

MR. K. I. KOCHEEPPAN MAPPILLAI (*Member, Nominated*) observed that the progress of a country depended upon its means of communication and that

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in advanced countries there was on an average one mile of road to every square mile. South Travancore was comparatively better provided in the matter of roads than North and Central Travancore, owing perhaps to the influence of high officers and Members of the Legislative Council and the Assembly owning lands there. It was gratifying that the neglected condition of North and Central Travancore was receiving an increased attention at the hands of the Government latterly. The expansion of communications should not be guided by personal influence or mere agitation, but based on a well-defined policy adopted with due regard to the area, population, wealth, etc., of each taluk.

Tiruvalla which was the pioneer in the matter of ryots' roads was badly treated. The ryots' roads already constructed and surrendered to the Government had not yet been taken over under departmental management with the possible result that the roads would be ruined and enthusiasm of the people damped.

The importance of the Kuttapuzha canal for the security and development of cultivation had already been urged before the Government. The improvement of the canal would make Tiruvalla self-contained in the matter of paddy. Double crop cultivation will be possible on an extent of 44,000 *paras* of wet lands. Works like this which would justify the expenditure and required execution on their intrinsic merits should be given priority in the list of public works.

The silting up of the lower reaches of the Pamba river led to the inundation of the bank and the periodical destruction of the paddy and sugar cane crops grown there. The opening of a canal from Viyapuram to the sea would remedy the evil which was growing. There were faint traces of an old canal as proposed. Places in the river which were known to be very deep had within living memory been levelled up by the accumulation of sand. The taking of measures to check this should not be deemed a mere local concern.

The temporary bridge on the Kallupara road should be made into a permanent one. It was only about 20 feet long and would not involve heavy expenditure.

DEWAN'S REPLY: Mr. Kocheeppan Mappillai, as you did not think it necessary to indicate beforehand the matters upon which you intended to speak, I am quite sure you could not have expected me to equip myself with material for specific replies. All that I can say is that all that you have said will be made a careful record of and considered when the matters come up before the Government.

63. Communications in the Ambalapuzha taluk.

MR. K. SANKARA PANIKKAR (*Member, Ambalapuzha taluk, Group I*) said that a good road connecting Tiruvalla and Ambalapuzha and passing through Edattuva and Takazhi was his first prayer. He then sketched the history of the proposed road from 1061 onwards and said that Dewan Mr. Rama Aiyangar first sanctioned it and that little had been done since then except the construction of two miles of road from Peringara to Channamkari which was now fit for cart traffic. If Tiruvalla and Ambalapuzha were connected by means of this road, it would be the easiest route from the interior and forest tracts to the sea coast. He divided the road into five sections and dealt first with the section from the Ambalapuzha Magistrate's Court to Karumadi Travellers' Bungalow. This section had a road, but was in a bad condition and what was wanted was only that it should be rendered fit for cart traffic. Secondly, the section from Karumadi to Arattukulappura. Recently, some work was done on this section. This also should be made fit for cart traffic. Thirdly, the section from Takazhi to Edattuva High School. It was this section which had not received the Government's attention. This was the Kuttanad region proper, and unless this section was attended to immediately, there would be no use of constructing or improving any other section of the road. This portion of the road should therefore be worked up at once. Fourthly, the section from Edattuva to Nirettupuram. This looked like a trace and required widening. It should also be rendered fit for cart traffic. Fifthly, the section from Nirettupuram to Podiyadi had recently been given the appearance of a pathway. It should also be made fit for cart traffic.

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